

THE MARKETS.

The Street Inundated With Small Talk and Rumors.

Defiant Attitude of the Rock Island and St. Paul Roads.

REVIEW.
Special Dispatch.
New York, Nov. 21.—The market was characterized by extreme dullness and fractional fluctuations during the forenoon. Granger stocks were weak on the opening, but the depression did not last, and they, with the rest of the list, were dull and stony. There was an unusual amount of manipulation observable.

Gilt edge bonds and stocks were more easily sold than bought, and it is felt that if confidence could be established the business would be heavy.

Money, 2 1/2%.—Bills loaned. New York Central, Erie, Erie, Jersey Central, Delaware and Hudson, and Michigan Central. St. Paul and Washburn preferred were in good demand. No news of an assuring tone received to-day concerning the Iowa pool imbroglio.

The market was featureless between noon and 2 o'clock, but late on the call Bell offered Northwest down to 123 1/2. The largest sellers of Lake Shore to-day were Vermilye & Co. At 2:30 stocks were very dull and drooping.

CORRECTION.
The Chicago Times to-day says there are no indications that the Iowa pool will continue. St. Paul is aggressive, and will fight before going back into the pool. It will be a war of giants.

At the opening St. Paul was sold by Dillon, Bull, S. V. White, L. L. White, and Willard. In Western Union, Raynor and Lee bought. Union Pacific was bought by S. V. White. Northwestern was sold by Keppeler & Sanborn, Monte Isaacs, and Williams. In Lake Shore the sellers were Kinkor, Van Hoffman, Herick, and Haight. In New York Central the main seller was F. A. Haight.

A private Chicago telegram just received says the Southwest pool is fixed again to last another year, and includes the Burlington, Quincy, Alton, and Illinois Central. This pool is not troubled by the Iowa pool dissensions.

Judge Wallace, in Syracuse, N. Y., dissolved North Pacific injunction, and bonds will now be issued.

Government bonds strong. Buyers waiting for declines. Cotton fractionally lower, but the largest traders are bulls on the market. It is storming throughout the west.

A dispatch from St. Paul says President Potter, of the Chicago, Burlington, and Quincy, and Cabot, of the St. Paul, have notified the St. Paul managers that if they break rates in new business, or break up the Iowa pool, they will fight until the grass grows over their shops.

In the second call, Bell offered North Western down, and Hendrickson sold stock at 123 1/2.

There was a large number of operators and brokers at Windsor hotel last evening, and it was generally expected the market would be lower this morning.

Camack, Wearshoof, and Hutchings were very bearish, and said yesterday's decline should have come on Monday, owing to the announced railway troubles west of Chicago. The Vanderbilt brokers are not talking quite so bullish, Oregon Transcontinental thinks the contraction of the currency a little later on may prove a disturbing element.

Many brokers say speculation is tired, the bulls lack heart, and the professional bears are gradually getting confident.

Mr. Morgan thought last evening that there was not much money in the market in either direction, and if prices were lower this morning they would be up in the afternoon.

Mr. Bloodgood believed there was going to be a great railway war before long, and values would be 10 per cent. lower. Flower had received no advice from Mr. Cable of a reduction in tickets, and therefore disbelieved reports of a cut by the St. Paul roads. A friend of Alex. Mitchell received a telegram from Mr. Mitchell, stating that a telegram road was not for war, and that he was seeking for settlement of traffic and percentages upon a fair basis.

The renewed attack upon the Villard stocks just closing yesterday was attributed partly to discounting of the effect of the bond issue, and partly to fears that Judge Wallace's decision in the suit now pending may upset the entire scheme and work now done. It is admitted new bonds could not be issued until existing suits are concluded.

There was a Central Iowa railway meeting at the Windsor hotel last evening, but nothing important was done. Sage was present, and said it was evident that the market was going lower, and he was able to get a position, "I suppose it will decline 1 to 1 1/2 per cent."

Parties identified with Hart bought 1,000 Pacific Mail yesterday, and are buying on a scale. The Western Union Telegraph company are properly a part of earnings and percentages of guaranteed upon American cable stock, and the statement will show that more than full dividends are earned.

A broker who bought 5,000 shares of Northwestern common yesterday for an outside investor said last night how easily he got the stock, all of which was bought within a half per cent., showing that stock was being supplied by insiders.

The following are the opening, highest, lowest, and closing prices of the principal stocks for the day, as corrected by special wire reports received by Bateman & Co., bankers, No. 1411 F street northwest:

Name of stock	Opening	High	Low	Closing
Delaware and Hudson	106 1/2	107 1/2	106 1/2	106 1/2
Western Union	70 1/2	71 1/2	70 1/2	70 1/2
Central Pacific	110 1/2	111 1/2	110 1/2	110 1/2
Chicago and North Western	123 1/2	124 1/2	123 1/2	123 1/2
Erie	20 1/2	21 1/2	20 1/2	20 1/2
National Metropolitan Bank	100 1/2	101 1/2	100 1/2	100 1/2
Lake Shore	100 1/2	101 1/2	100 1/2	100 1/2
Louisville and Nashville	100 1/2	101 1/2	100 1/2	100 1/2
Chicago and St. Paul	123 1/2	124 1/2	123 1/2	123 1/2
Union Pacific	123 1/2	124 1/2	123 1/2	123 1/2
Central of New Jersey	97 1/2	98 1/2	97 1/2	97 1/2
Chicago, Milwaukee and St. P.	110 1/2	111 1/2	110 1/2	110 1/2
Wabash, St. L. and Pacific	100 1/2	101 1/2	100 1/2	100 1/2
Wabash and Pacific pref.	100 1/2	101 1/2	100 1/2	100 1/2
Missouri Pacific	100 1/2	101 1/2	100 1/2	100 1/2
Alton	100 1/2	101 1/2	100 1/2	100 1/2
Delaware, Lack. and Western	117 1/2	118 1/2	117 1/2	118 1/2
Philadelphia and Reading	110 1/2	111 1/2	110 1/2	110 1/2
Chicago and Pacific	100 1/2	101 1/2	100 1/2	100 1/2
Northern Pacific preferred	60 1/2	61 1/2	60 1/2	60 1/2
Chicago, St. P., M. and O.	100 1/2	101 1/2	100 1/2	100 1/2
Chicago St. P., M. and O. pref.	100 1/2	101 1/2	100 1/2	100 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Texas Pacific	100 1/2	101 1/2	100 1/2	100 1/2
Arkansas and Texas	100 1/2	101 1/2	100 1/2	100 1/2
Richmond, Burlington and O.	100 1/2	101 1/2	100 1/2	100 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central	123 1/2	124 1/2	123 1/2	123 1/2
Illinois Central				